SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

The City of Seattle Pedestrian Master Plan, 2009

2. Name of applicant:

City of Seattle Department of Transportation (SDOT)

3. Address and phone number of applicant and contact person:

Contact: Barbara Gray
Phone: (206) 615-0872
Physical address: 700 Fifth Ave, Suite 3900
Mailing address: P.O. Box 34996
Seattle, WA 98124-4996

4. Date checklist prepared: July 7, 2009

5. Agency requesting checklist: SDOT

6. Proposed timing or schedule (including phasing, if applicable):

SDOT expects to submit a resolution to the Seattle City Council in August 2009. Final Council adoption and Mayoral approval is anticipated in September 2009. The Pedestrian Master Plan has a 20-year time horizon (2010-2030). The plan proposes policy changes and prioritizes locations for infrastructure investment during that time frame.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The Pedestrian Master Plan will be updated on a regular basis with input from residents and interested organizations. Individual projects and policies will be added or expanded based on updates to the plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Seattle Comprehensive Plan Final Environmental Impact Statement (FEIS), March 1994
- SDOT SEPA DNS for the Transportation Strategic Plan, 1998
- SDOT SEPA DNS for the 2004 Transportation Strategic Plan Update, 2005
- Northgate Coordinated Transportation Investment Plan FEIS, 2006

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes. There are multiple projects currently pending governmental approval within Seattle, including projects related to transportation and residential, commercial, and industrial development. SDOT will consider the potential effects of development proposals on Pedestrian Master Plan projects during the development and environmental review of individual projects.

10. List any government approvals or permits that will be needed for your proposal, if known.

The Pedestrian Master Plan is to be adopted as a City of Seattle Resolution. Certain project locations described in the Pedestrian Master Plan may require additional environmental review, development permits, or government approvals for the acquisition of right-of-way when implementation occurs.

11. Give brief, complete description of your proposal, including the proposed uses and the site of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal is to adopt the Seattle Pedestrian Master Plan, a 20-year action strategy to make Seattle the most walkable city in the nation. The plan establishes policies, programs, design criteria, and projects that will enhance pedestrian safety, comfort, and access in all of Seattle's neighborhoods. Walking provides a cost-effective, healthy, and convenient means of transportation, which increases social interaction on streets, offers alternatives to driving on congested roadways, and reduces pollution. Through the Pedestrian Master Plan, Seattle will make its transportation system more environmentally, economically, and socially sustainable.

Goals and Objectives of the Plan

The Pedestrian Master Plan was created to achieve four goals:

1. **SAFETY:** Reduce the number and severity of crashes involving pedestrians
2. **EQUITY:** Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments
3. **VIBRANCY:** Develop a pedestrian environment that sustains healthy communities and supports a vibrant economy
4. **HEALTH:** Raise awareness of the important role of walking in promoting health and preventing disease

The City has defined six objectives and numerous strategies and specific actions to achieve the goals of the plan. The objectives are supported by performance measures that will enable the city to monitor progress over time.

Objective 1: Complete and maintain the pedestrian system identified in the Pedestrian Master Plan
Objective 2: Improve walkability on all streets
Objective 3: Increase pedestrian safety
Objective 4: Plan, design, and build complete streets to move more people and goods
Objective 5: Create vibrant public spaces that encourage walking
Objective 6: Get more people walking for transportation, recreation, and health

Pedestrian System Plan

The Pedestrian system plan addresses the basic infrastructure needed to ensure that streets are walkable and destinations accessible on foot. Defining a "walkable system" for Seattle does not imply that all streets within the city must have a sidewalk to be walkable. The system plan is used to identify locations areas where pedestrian improvements are needed and to prioritize those improvements.

Land uses that support and encourage pedestrian activity form the basis of the Pedestrian Master Plan system plan. Certain land use patterns and destinations stimulate higher volumes of pedestrians and must be planned for accordingly. Many of the city's residential, non-arterial streets are in areas where there is little or no pedestrian infrastructure such as sidewalks, walkways, and curb ramps. The system plan framework examines the proximity of areas without infrastructure to pedestrian generators, high need populations, and transportation corridors to identify areas of highest priority for improvement.

Early Implementation

The City of Seattle Bridging the Gap transportation funding levy provides approximately $60 million for pedestrian improvements over the next six years (2009-2014). Based on current program allocations, funding for new improvements (e.g., sidewalks, curb ramps, signals) would be approximately $41 million, and funding for maintenance (e.g., sidewalk repair, crosswalk re-striping) would be approximately $19 million. This funding will be directed toward new infrastructure and maintenance needs in the areas defined as High Priority Areas in the System Plan and will include:

Sidewalks (a block face equivalent is 330' x 6')

- 158 block face equivalents (26 block face equivalents annually)

Significant Crossing Treatments (e.g., signals, crossing islands)

- 18 intersections (3 intersections annually)

Smaller Crossing Treatments (e.g., curb ramps, crosswalks)

- 579 intersections (96 intersections annually)

Maintenance - Along the Roadway

- sidewalk repair and replacement, asphalt shims, vegetation maintenance and management, and tree pruning

Maintenance - Across the Roadway

- crosswalk marking maintenance, repair of tactile warning strips, and signage replacement and repair

The proposed investments through Bridging the Gap represent a small portion of the potential projects and programs that could improve walkability in Seattle. The Pedestrian Master Plan recommendations will also be implemented through private development and by leveraging other public and private resources as they become available.

Plan Outcomes

Outcomes of implementing this Plan over the next 20 years include:

S*afety*

- Achieve a decreasing rate of crashes involving pedestrians
- Reduce vehicle speeds on identified corridors
- Increase participation by schools in pedestrian safety, education, and encouragement programs
- Greater driver and pedestrian awareness of pedestrian laws

Equity Performance Measures

- Prioritize City investments in projects and maintenance in High Priority Areas
- Increase public engagement about pedestrian issues
- Increase transit ridership
- Increase mode share for walking trips (more people walking)

Vibrancy Performance Measures

- Increase streetscape vibrancy
- Increase pedestrian volumes in selected count locations

Health Performance Measures

- Increase in number of people getting adequate physical activity
- Increase number of children walking or biking to or from school

12. Location of the proposal.

The Pedestrian Master Plan applies to the entire city of Seattle.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other:

The Pedestrian Master Plan applies to the entire city of Seattle. Topography varies from flat to rolling hills, including steep slopes in some areas.

b. What is the steepest slope on the site (approximate percent slope)?

There are steep slopes of up to 40 percent or greater in some areas of Seattle. However, the Pedestrian Master Plan primarily focuses on improving existing city streets and public rights-of-way, which typically range from flat to 10 percent, with the steepest streets around 17 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Seattle has a variety of soil types, mostly glacial in nature. There is no prime farmland within the city's boundaries.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are indications and history of unstable soils in certain locations within Seattle. These locations have been designated by the City of Seattle as Environmentally Critical Areas (ECAs) and are subject to development restrictions. SDOT will evaluate the stability of soils at Pedestrian Master Plan project locations as required.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Filling and grading may be required for the completion of some projects listed in the Pedestrian Master Plan—specific types and quantities have not been determined at this time. SDOT will evaluate any requirements for filling and grading during the implementation of individual projects.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur as a result of construction of projects at some of the Pedestrian Master Plan project locations due to grading or clearing activities. It is not expected that erosion would occur from the use of projects once implemented.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Generally, the Pedestrian Master Plan projects will be constructed within existing paved rights-of-way or other existing impervious surfaces. However, SDOT will evaluate construction of any new impervious surfaces during project-specific environmental reviews. Additionally, the Plan supports and encourages the use of natural drainage and green infrastructure solutions to reduce impervious surface, where feasible.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

When individual Pedestrian Master Plan projects are ready for implementation, SDOT will conduct analyses of soil types and landslide potential at each project site during the design and environmental review for each project. Generally, SDOT will avoid development within ECAs and will follow City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction* the Seattle Stormwater Code, the city's Environmentally Critical Areas Ordinance, and construction Best Management Practices (BMPs) to control erosion and sediment runoff during construction at Pedestrian Master Plan project locations.

2. Air

a. What type of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke, greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction of Pedestrian Master Plan projects will emit dust, odors, and vehicle emissions, including greenhouse gases, from the use of standard construction equipment. However, these emissions will be minor and temporary and transitory in nature and are not expected to have a significant adverse environmental impact. Further analysis of air emissions will be conducted, as appropriate, during the environmental review of individual projects as they are implemented.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odors that would affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During the design and construction of Pedestrian Master Plan projects, SDOT will follow City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction* and BMPs to eliminate or reduce construction-related air pollution and dust.

Once implemented, the Pedestrian Master Plan projects will not generate any emissions or other negative impacts to air quality. By improving conditions for walking and increasing the network of sidewalks and walkways in Seattle, implementation of the Pedestrian Master Plan may lead to a shift in mode choice from driving to walking and is anticipated to result in a reduction in overall emissions by motor vehicles, including the emission of greenhouse gases.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Seattle contains numerous creeks, streams, and other bodies of water, including the Duwamish Waterway and the Lake Washington Ship Canal, that flow into Lake Union, Lake Washington, and Puget Sound.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Certain Pedestrian Master Plan projects may require work over, in, or adjacent to the waters described above. SDOT will design all projects to comply with the State Shoreline Management Act, the Seattle Shoreline and Stormwater Drainage and Grading Codes, and all pertinent water quality regulations.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Certain Pedestrian Master Plan projects may dredge or fill surface waters or wetlands. SDOT will evaluate the amount and extent of dredge or fill activities during the environmental review phase of these projects as appropriate.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Pedestrian Master Plan projects will not withdraw or divert any surface water, aside from the potential dredge or fill activities mentioned in question B3a3.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Certain Pedestrian Master Plan projects may be located within the 100-year floodplain. However, these projects will not provide any structural barrier to floodwaters. SDOT will determine the precise location of any projects within the 100-year floodplain during the development of individual projects.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Pedestrian Master Plan projects will not involve any discharge of waste material to surface waters. Sidewalks and walkways are considered non-pollution generating impervious surfaces. Please see question B3d.

b. Ground:
1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Pedestrian Master Plan projects will not withdraw or discharge to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Pedestrian Master Plan projects will not discharge waste material from septic tanks or other sources.

c. Water Runoff (including storm water):
1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The primary source of runoff from Pedestrian Master Plan projects will be storm water. Runoff will follow existing drainage patterns through city storm drain facilities, which ultimately drain to Puget Sound. Some Pedestrian Master Plan projects will include green infrastructure elements that will help control the flow and volume of runoff into accepting water bodies.

Some projects will add sidewalks in locations where they do not exist currently. These projects could increase the amount of impervious surface, which could lead to greater storm water runoff. SDOT will evaluate these projects during the design and environmental review phases to determine runoff quantity and drainage requirements.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Pedestrian Master Plan projects will not generate waste materials once implemented. Project construction could generate waste from equipment or materials that could enter ground or surface water.

d. Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:

Sidewalks and walkways are considered non-pollution-generating impervious surfaces; Pedestrian Master Plan projects would not generate pollutants to surface water or ground water once implemented. In addition, the Pedestrian Master Plan is expected to reduce automobile vehicle miles traveled, which would result in a reduction of non-point source pollution from road runoff.

Where projects add impervious surface that could increase storm water runoff, SDOT will ensure that water quality is maintained through the design and construction of appropriate drainage facilities. Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge and Municipal Construction*, the Seattle Stormwater Code, and BMPs to reduce and control any potential surface, ground, or runoff water impacts from construction. Projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

4. Plants

a. Check or circle types of vegetation found on the site:

__ *deciduous tree: alder, maple, aspen, other*
__ *evergreen tree: fir, cedar, pine, other*
__ *shrubs, __ grass, __ pasture, __ crop or grain*
__ *wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other*
__ *water plants: water lily, eelgrass, milfoil, other*
__ *other types of vegetation*

There is a wide variety of vegetation types found within the city of Seattle. SDOT will conduct plant surveys as necessary for specific Pedestrian Master Plan projects during the environmental review process.

b. What kind and amount of vegetation will be removed or altered?

Pedestrian Master Plan projects will primarily install walkway facilities within, or adjacent to, existing paved street rights-of-way. Therefore, the majority of projects will not remove or alter any vegetation. However, some vegetation may need to be removed or altered during project construction in undeveloped locations. SDOT will evaluate the type and amount of vegetation to be removed, if necessary, during the environmental review phase of each project.

c. List threatened or endangered species known to be on or near the site.

As of June 2009, there were no threatened or endangered plant species within the city of Seattle. However, the Washington Natural Heritage Program lists the presence of lesser bladderwort (*Utricularia minor*), a sensitive plant species, and a Douglas Fir (*Pseudotsuga menziesii*)/Western Hemlock (*Tsuga heterophylla*)/Salal (*Gaultheria shallon*)/Western swordfern (*Polystichum munitum*) forest, a high quality terrestrial ecosystem, within the Seattle city limits. SDOT will evaluate the presence of these and other special status plant species during the environmental review phase of specific Pedestrian Master Plan projects.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Wherever possible, Pedestrian Master Plan projects will preserve the maximum amount of green space within existing rights-of-way, and will add trees and landscaping to existing rights-of-way in the form of green infrastructure when feasible. SDOT will replace and/or repair any vegetation that has been removed or altered as part of project construction. SDOT will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

_____

mammals: deer, bear, elk, beaver, other:

_____

fish: bass, salmon, trout, herring, shellfish, other:

_____

There is a wide variety of birds and animals found within the city of Seattle. SDOT will conduct wildlife surveys as necessary for specific Pedestrian Master Plan projects during the environmental review process.

b. List any threatened or endangered species known to be on or near the site.

The Washington Department of Fish and Wildlife (WDFW) lists several threatened and endangered animal species within or near the city of Seattle. These species include Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), Puget Sound steelhead (*Oncorhynchus mykiss*), and coastal-Puget Sound bull trout (*Salvelinus confluentus*). WDFW also lists the Western pond turtle (*Clemmys marmorata*), which is a state threatened species but a federal species of concern. SDOT will evaluate the presence of these and other priority species during the environmental review for individual Pedestrian Master Plan projects.

c. Is the site part of a migration route? If so, explain.

The Puget Sound area is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends south from Alaska to Mexico and South America. In addition, certain waterways within Seattle, such as the Lake Washington Ship Canal, serve as a migration corridor for steelhead, salmon, and bull trout.

d. Proposed measures to preserve or enhance wildlife, if any:

As discussed in questions B2a and B3d, the Pedestrian Master Plan is expected to reduce automobile vehicle miles traveled, which would result in improved air and water quality through the reduction of air emissions and non-point source pollution. Pedestrian Master Plan projects would further preserve water quality through the improvement of drainage systems in certain locations and the addition of landscaping and green infrastructure where feasible.

SDOT will evaluate the presence of and any potential impacts to wildlife during the environmental review of individual projects. Projects will be designed to avoid impacts to wildlife to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction* and BMPs for the protection and preservation of wildlife.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Pedestrian Master Plan projects would typically require oil (gasoline and diesel fuel) and electricity during the construction phase to operate equipment and periodically thereafter for routine maintenance and repair activities. Projects that would add signals or lights to intersections would require electricity from the Seattle City Light power grid.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Pedestrian Master Plan projects would not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The purpose of the Pedestrian Master Plan is to promote and increase walking throughout the city of Seattle for all trip purposes. This will result in a reduction in the use of oil (gasoline and diesel fuel) energy used by automobiles.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Pedestrian Master Plan projects will not result in any environmental health hazards once implemented. However, construction activities could uncover contaminated soils or result in potential environmental health hazards, such as exposure to toxic chemicals, hazardous waste, or spills. SDOT will evaluate the potential for environmental health hazards during the environmental review of each project.

1) Describe special emergency services that might be required.

No special emergency services will be required for this proposal.

2) Proposed measures to reduce or control environmental health hazards, if any:

During implementation of individual projects, construction crews will have a Health and Safety Plan in place and will follow the City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction* and BMPs to reduce and control any environmental health hazards that may result from construction.

b. Noise
1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?

Many types of noise exist throughout Seattle, including noise from traffic and equipment operation. This noise would not affect Pedestrian Master Plan projects.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.

Pedestrian Master Plan projects will not generate noise above ambient city levels once implemented. There would be short-term noise generated from the construction of individual projects, but these impacts would be temporary and transient in nature. SDOT will evaluate the noise impacts from construction during the environmental review for individual projects.

While construction activity will primarily occur during daytime hours, some projects, such as those that require a large amount of in-street work, may require work at unusual hours in order to avoid peak traffic periods.

3) Proposed measures to reduce or control noise impacts, if any:

Project construction will follow City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction* and BMPs to reduce and control any potential noise impacts from construction.

8. Land and Shoreline Use
a. What is the current use of the site and adjacent properties?

Seattle contains many land uses, ranging from dense urban industrial, commercial, and residential uses to natural open space.

b. Has the site been used for agriculture? If so, describe.

There are no commercial agricultural sites within Seattle.

c. Describe any structures on the site.

Seattle contains many different structures.

d. Will any structures be demolished? If so, what?

Certain structures will be replaced as part of the Pedestrian Master Plan as needed. These structures include, but are not limited to, pedestrian bridges, stairways, or retaining walls that are reaching the end of their lifespan. SDOT will determine what structures will be replaced, if any, during the development of individual Pedestrian Master Plan projects.

e. What is the current zoning classification of the site?

Seattle contains many zoning classifications.

f. What is the current comprehensive plan designation of the site?

Seattle contains many comprehensive plan designations.

g. If applicable, what is the current shoreline master program designation of the site?

Seattle has several shoreline designations within its boundaries.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The City of Seattle has designated Environmentally Critical Areas located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone, and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills.

i. Approximately how many people would reside or work in the completed project?

According to the U.S. Census, the city of Seattle had a 2000 population of 563,374 and 569,241 full-time equivalent workers in the city. According to the City of Seattle, there were an estimated 572,600 residents in 2004.

j. Approximately how many people would the completed project displace?

Pedestrian Master Plan projects will not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and project land uses and plans, if any:

The Pedestrian Master Plan is intended as a functional plan to implement policies related to urban trails, pedestrian facilities, and multimodal transportation systems outlined in previous plan documents. These policies include those outlined in the Puget Sound Regional Council *Destination 2030* plan; the Urban Village, Land Use, Transportation, and Neighborhood Plan Elements of *Seattle's Comprehensive Plan*; the SDOT *Transportation Strategic Plan*; and Seattle's Complete Streets ordinance. The Pedestrian Master Plan is also mentioned specifically as part of Seattle's Climate Action Plan and Environmental Action Agenda.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Pedestrian Master Plan projects will not provide any housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Pedestrian Master Plan projects will not eliminate any housing units.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Pedestrian Master Plan projects will primarily install pedestrian facilities at street level. Some projects may include the installation of sidewalks and walkways, traffic signals, lighting, signs or new stairways. These structures would be constructed at the standard height and of standard materials for such facilities.

b. What views in the immediate vicinity would be altered or obstructed?

Generally Pedestrian Master Plan projects will be designed to blend in or enhance existing views in their locations. SDOT will evaluate any view impacts during the environmental review phase for each individual project.

c. Proposed measures to reduce or control aesthetic impacts, if any:

SDOT will determine measures to reduce or control aesthetic impacts as necessary during the development and design of individual Pedestrian Master Plan projects.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Traffic signals and lighting will be added to the right-of-way as part of some Pedestrian Master Plan projects. The light produced by these projects will be similar to that of existing signals and street lights throughout the city. The signals will operate 24 hours a day while pedestrian lights would typically operate between dusk and dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

The purpose of adding signals and lights to pedestrian facilities is to increase public safety by controlling traffic and illuminating darkened areas. Controls will be used to minimize any light or glare from facility lights so that they would not pose a safety hazard or interfere with existing views (see question B11d). Traffic signals do not generally produce enough light or glare to pose a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

Existing off-site sources of light or glare will not affect this proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

Pedestrian lighting improvements will be made by adjusting or enhancing existing light or adding new lighting. Lights would be shielded to focus illumination to specific areas and to reduce ambient glare to the extent possible. Additional lighting will be added to areas where it is necessary to enhance safety and security, such as near high use transit stations or under bridges. Traffic signals will be added to intersections and other areas where necessary to provide safe crossing for pedestrians, bicycles, and motor vehicles. SDOT will design and implement measures, such as fixture style, wattage, and mounting height, to reduce and control light and glare as necessary during the development of individual Pedestrian Master Plan projects.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Seattle has many designated and informal recreational opportunities within its boundaries.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Pedestrian Master Plan projects will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable. The Pedestrian Master Plan will increase recreational opportunities through the development of a safe, connected, and attractive network of pedestrian facilities throughout Seattle.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Seattle has many places and objects listed on national, state, or local preservation registers.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Seattle has several landmarks and evidence of historic, archeological, scientific, and cultural importance within its boundaries.

c. Proposed measures to reduce or control impacts, if any:

SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual Pedestrian Master Plan projects. Projects will be designed to avoid impacts to historic and cultural resources to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts.

14. Transportation

a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

The Pedestrian Master Plan addresses all public rights-of-way throughout Seattle. The Plan proposes to improve conditions for walking, including better access to the proposed street system and transit network for people of all ages and abilities, including people who are walking and transit dependent.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Seattle is served by several public transit agencies, including King County Metro, Sound Transit, Community Transit, Pierce Transit, and Washington State Ferries.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Pedestrian Master Plan projects may add or eliminate motor vehicle parking depending on the type of facility implemented. SDOT will evaluate any impacts to parking during the environmental review of individual projects.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Pedestrian Master Plan projects will include improvements to existing public roads and streets through the addition of sidewalks and walkways. The projects will also improve roadway crossings through the addition of new traffic signals, pedestrian signal heads, curb extensions, and median crossing islands.

SDOT will describe in greater detail any improvements to existing roads or streets during the design and environmental review of individual Pedestrian Master Plan projects.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Pedestrian Master Plan projects may include crossings over or under water and rail transportation facilities. These crossings could include signage, structural improvements to existing crossings, or new crossing structures. SDOT will evaluate any impacts to water and rail transportation facilities during the design and environmental review of individual projects.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The Pedestrian Master Plan will lead to a reduction in motor vehicle trips to the extent that walking trips will replace trips that would otherwise be made by automobile.

Project construction may lead to temporary increases in vehicular trips by construction equipment at individual project locations. SDOT will evaluate any increases in vehicular traffic during the environmental review of individual projects.

g. Proposed measures to reduce or control transportation impacts, if any.

As mentioned previously, the Pedestrian Master Plan seeks to improve transportation conditions within Seattle. SDOT will evaluate any potential impacts to transportation from construction activities during the environmental review of individual projects.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

Pedestrian Master Plan projects will not increase the need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Pedestrian Master Plan projects include proposals for traffic calming devices that must be designed to minimize impacts to emergency service response times. SDOT will work closely with the Seattle Fire and Police Departments during the implementation of individual projects to eliminate or minimize any impacts to emergency response times.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

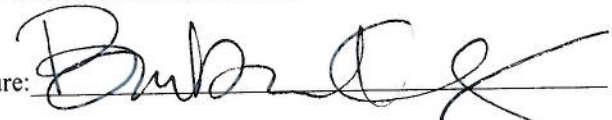
All the above mentioned utilities are available within Seattle.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.

Construction of Pedestrian Master Plan projects may relocate some above- and below-ground utilities. Once implemented, some projects would use the Seattle City Light electrical utility to operate traffic signals and lights. SDOT will evaluate any impacts to utilities during the environmental review of individual projects.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature:  Date submitted: 7.7.09

Barbara Gray
Transportation Systems Design and Planning Manager, SDOT

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Projects developed within existing paved street rights-of-way would not generate any additional runoff to that already existing. However, projects that widen existing streets or that are constructed outside of existing street rights-of-way could increase the amount of impervious surface, which could lead to greater storm water runoff. Other projects that utilize natural drainage and green infrastructure will decrease runoff from storm water and are likely to improve water quality and provide a measure of flow control.

Project construction activities may produce or release toxic or hazardous substances, such as mechanical fluids from construction equipment. Construction activities would also generate noise, although the impacts would be temporary and transitory in nature.

Proposed measures to avoid or reduce such increases are:

Sidewalks and walkways are considered non-pollution-generating impervious surfaces. Pedestrian Master Plan projects would not generate pollutants to surface water or ground water. In addition, the Pedestrian Master Plan is expected to reduce automobile vehicle miles traveled, which would result in a reduction of non-point source pollution from road runoff. Where projects may increase storm water runoff, SDOT will ensure that water quality is maintained through the design and construction of improved drainage facilities; projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

Project construction will follow the City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction*, the Seattle Stormwater Code, and BMPs to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and production of noise from construction activities.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Pedestrian Master Plan projects will primarily involve modifications to streets within developed public rights-of-way. As a result, the Pedestrian Master Plan is not likely to affect animals, fish, or marine life. However, some projects may require vegetation removal during construction.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

SDOT will design projects to avoid impacts to plant and wildlife species to the extent possible. Wherever possible, Pedestrian Master Plan projects will preserve the maximum amount of green space within existing rights-of-way and will add trees and landscaping to existing rights-of-way in the form of green infrastructure when feasible. SDOT will replace and/or repair any vegetation that has been removed or altered as part of project construction. SDOT will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan. SDOT will evaluate the presence of and impacts to plants, animals, fish, and marine life during the environmental review of Pedestrian Master Plan projects. If necessary, SDOT will develop mitigation measures to avoid or minimize any potential effects.

3. How would the proposal be likely to deplete energy or natural resources?

Pedestrian Master Plan projects will not deplete energy or natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Construction of Pedestrian Master Plan projects may dredge or fill surface waters or wetlands or affect other environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

SDOT will evaluate any impacts to sensitive or protected areas during the environmental review of individual projects and, if necessary, develop mitigation measures to avoid or minimize any potential effects.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Pedestrian Master Plan projects will be designed to comply with all applicable land and shoreline use plans and regulations. Projects will not affect land and shoreline use or allow or encourage land and shoreline uses incompatible with existing plans.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The Pedestrian Master Plan is meant to decrease demand on Seattle's motor vehicle transportation system through the promotion of walking for more trip purposes. Certain Pedestrian Master Plan projects will increase demand on public utilities to supply electricity for new traffic signals and lights; however, compared to the existing demand for electricity the increase will be negligible.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Pedestrian Master Plan is consistent with local, state, and federal laws or requirements for the protection of the environment. It is intended as a functional plan to implement policies related to pedestrian facilities and multimodal transportation systems outlined in previous documents. These policies include those outlined in the Puget Sound Regional Council *Destination 2030* plan; the Urban Village, Land Use, Transportation, and Neighborhood Plan Elements of *Seattle's Comprehensive Plan*; the SDOT *Transportation Strategic Plan*; and Seattle's Complete Streets ordinance. The Pedestrian Master Plan is also mentioned specifically as part of Seattle's Climate Action Plan and Environmental Action Agenda. These policies and plans promote walking as an environmentally friendly, safe, and healthy means of transportation.